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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Turkmen SSR)	REPORT	
SUBJECT	Railroad Line from Kushka to Mary	DATE DISTR.	2 August 1954
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(FOR KEY SEE REVERSE)

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2. On page 2, paragraph 5, read Tash-Kepri for Tashke-pri.

Comment: Page 1, paragraph 2, the length of the railroad between Kushka and Mary is 313 kilometers.

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25 YEAR RE-REVIEW

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI	#	AEC				
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COUNTRY USSR (Turkmen SSR)**DATE DISTR.** 16 June 1954**SUBJECT** Railroad Line from Kushka to Mary**NO. OF PAGES** 2**DATE OF INFORMATION****REFERENCES:**

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1. [redacted] the railroad line from Kushka /N 35-16, E 62-247 to Mary

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[redacted] was constructed a long time prior to World War II, [redacted]

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2. The approximate length of the line was 500 km. It was a one-track normal Soviet-gauge railroad line leading from Kushka to Takhta Bazar /N 35-57, E 62-50/ along the valley of the Kushka River; from Takhta Bazar to Mary it ran along the valley of the Murgab River. There were several small steel bridges on this railway line across the Kushka and Murgab rivers. There were no tunnels.
3. The rolling stock used on the line consisted of old-fashioned type steam locomotives; freight cars were mostly of the conventional two-axle type; a small number of boxcars were of the four-axle type; flat cars were normally of the two-axle type; passenger cars were of the old two-axle type, "common" and "soft". (Obshchiy i Myagkiy) The first type of passenger cars ("common") had wooden benches, the second type ("soft") had upholstered seats.

4. The locomotive shop for this line was located in Mary. [redacted]

[redacted] A car depot was also located in Mary.

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- 2 -

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5. The traffic on the rail line from Kushka to Mary was not heavy. [redacted] approximately three to four pairs of freight trains passed over this line in each 24 hours during 1953. Sometimes however, especially in the fall (military supplies), the freight traffic was heavier, amounting to six to eight and even as many as twelve pairs of trains daily. On the section between Mary and Tashke-pri (Tashkent Pristroy) the freight traffic was heavier than on the remaining part of the line down to Kushka. The reason for this was that Tashkent Pristroy was a rayon center and there was a large number of kolkhozy and sovkhozy in the area.

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6. The passenger traffic on the Kushka to Mary line was quite insignificant. In 1953 there was a pair of passenger trains every 48 hours. The passenger train arrived in Kushka on even dates at 0900 and left the same day at 1400 hours. The train was usually composed of nine or ten passenger cars. No freight cars were normally attached to passenger trains.

7. Travel from Kushka to Mary on the passenger train took approximately 22 to 24 hours. The train leaving Kushka at 1400 hours usually arrived at Mary around noon or 1400 hours the next day. The normal speed of passenger trains on this line was approximately 35 to 40 km. per hour. The commercial speed, however, was much slower because of the large number of small stations on the line.

8. [redacted] the normal composition of a freight train on the section from Tashkent Pristroy to Kushka was about 20 to 25 freight cars (40 to 50 axles).

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